

BookletChart™

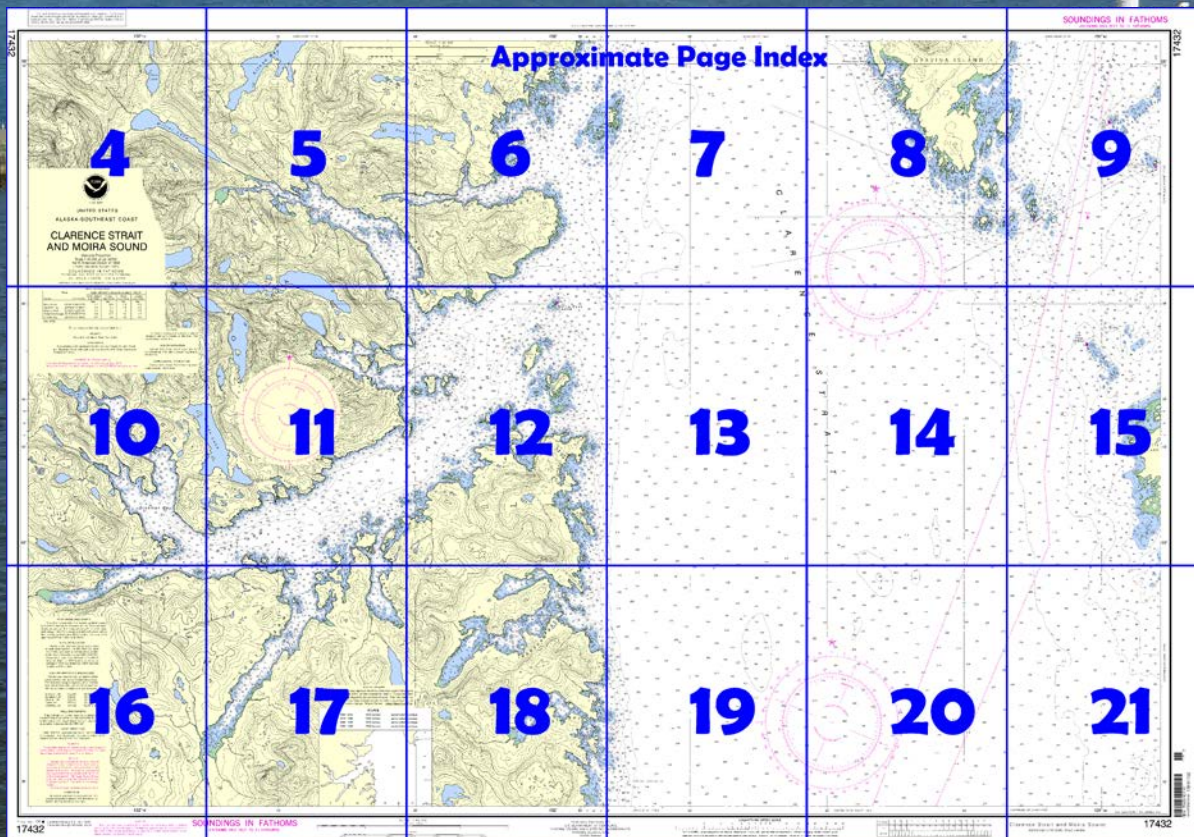
Clarence Strait and Moira Inlet NOAA Chart 17432



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17432>.



(Selected Excerpts from Coast Pilot)

An inlet (54°55.3'N., 132°58.7'W.), 0.6 mile long in a NW direction and about 0.1 mile wide, is about 1.2 miles above the N entrance point of Kendrick Bay. The channel is narrow and has general depths of 3 to 6 fathoms, except in the narrow part, where they range from 2 to 4 fathoms. Rocks, awash, are 0.3 mile to the E of the N point of the entrance.

Hidden Bay (54°56.4'N., 131°58.7'W.) indents the W shore of Clarence Strait

about 15 miles N of Cape Chacon. The entrance is less than 100 yards wide and is N of a group of rocky islets. A submerged rock covered 3½ fathoms and rocks awash are off the entrance. The largest island of the

group, 200 feet high, is to the S. The S entrance point at the first narrows rises to a rounding hill 260 feet high. The N entrance point is low, with a little knob near the extremity. A depth of 1 fathom is in the entrance to the first narrows, and rocks are close to its S shore. Depths of 5 to 21 fathoms were obtained in the first cove. A rock is 50 yards off the E entrance point of the second narrows. Depths in the second narrows range from 1 to 6 fathoms and ledges project from the SE shore. Depths in the inner cove range from 4 to 18 fathoms.

A stranger entering for the first time should select low-water slack when the reefs outside and the rocks in the entrance will be showing. The currents in the narrow part of the entrance are strong. Small craft may, with care, work their way to the entrance from the S back of the islands. The bay is suitable for small craft only.

Ingraham Bay is about 1.2 miles NW from Scott Point. Rocks, usually marked by kelp, extend about 200 yards off the entrance points. The entrance to Ingraham Bay is best approached from the E in midchannel, between the S entrance point and the E end of the two groups of islets in the middle of the entrance. A depth of about 20 fathoms can be carried to the head of the main bay and to an anchorage with sand and gravel bottom. The channel N of the inner group of islets is very narrow and should not be used.

Menefee Anchorage, about 1 mile W from Rip Point (55°02.2'N., 131°58.7'W.), is much used by fishing craft, but is not suitable for large vessels. Anchorage may be had in about 15 fathoms (27.5 m), mud and rock bottom, with 200 yards (183 m) swinging room. By following the shoreline from Rip Point at a distance of 0.2 to 0.3 mile, a clear channel may be carried to the anchorage. A small cove in the S part of the anchorage, with depths of 25 fathoms (45 m) in the center and shoal water near the E shore, is entered W of the midchannel islet.

Menefee Islands, about 1.3 miles W of Rip Point, are two large wooded islands. A small rocky islets project about 250 yards from the N shore of the W and larger island. A group of three large islets and several smaller ones, covering an area about 0.9 mile long in a SW direction, is about 0.5 mile NW of the larger Menefee Island. Foul ground extends 300 yards SE of the NE islands. The channel between these islands and the Menefee group is obstructed at the NE end by an islet, and at the SW end by a midchannel rock that is awash at low water.

A bight is about 1.5 miles to the W of Menefee Anchorage. In the center of the bight is a rock, awash at high water. A bank with a least depth of 3 fathoms is about 0.2 mile W from the rock. There are numerous rocks and islets along the S shores. The small cove on the NE shore of the bight might furnish anchorage for small vessels in 10 to 13 fathoms.

Nichols Passage is between **Annette Island** on the E and **Gravina Island** on the W, and connects Clarence Strait with the SE end of Tongass Narrows. It offers the shortest route for vessels from Dixon Entrance and the S part of Clarence Strait to Ketchikan. There are several clusters of dangerous rocks in the passage, but they are well marked and easily avoided. The channel generally used by large vessels passes W of Warburton Island and Kelp Rocks. Most small craft when entering or leaving Clarence Strait from the N, or from Moira Sound, use the narrow channel that passes between the Bronaugh Islands and Gravina Island into Nichols Passage.

Currents.—Vessels bound to Nichols Passage from points across Clarence Strait should take the current into consideration, for the course is rarely made good. In Nichols Passage the flood sets N with a velocity of 0.7 to 2.8 knots, the greatest strength being felt in the vicinity of Walden Rocks. Currents are considerably influenced by the winds.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

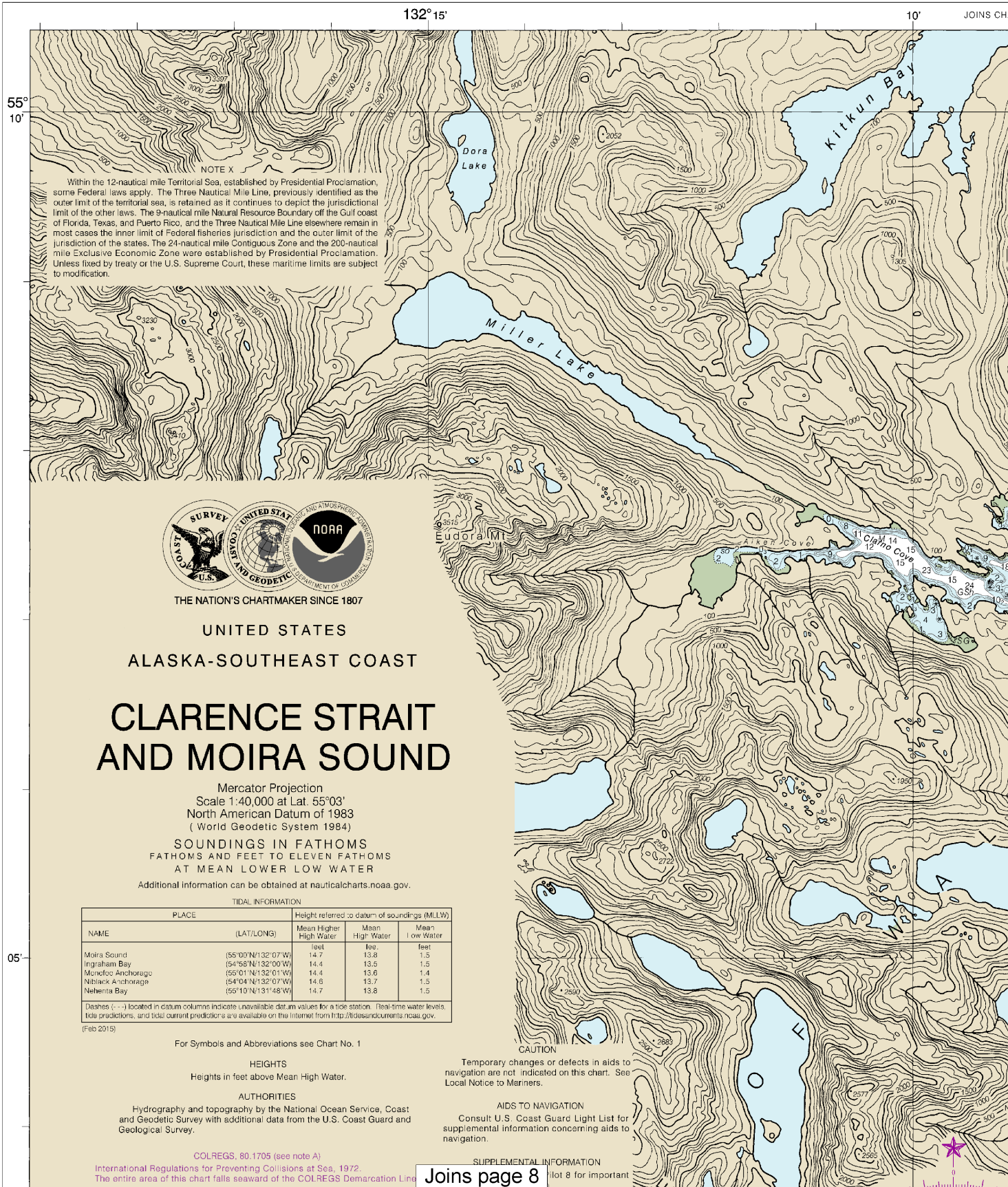
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

17432



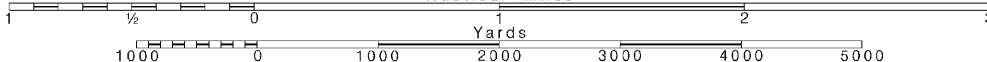
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



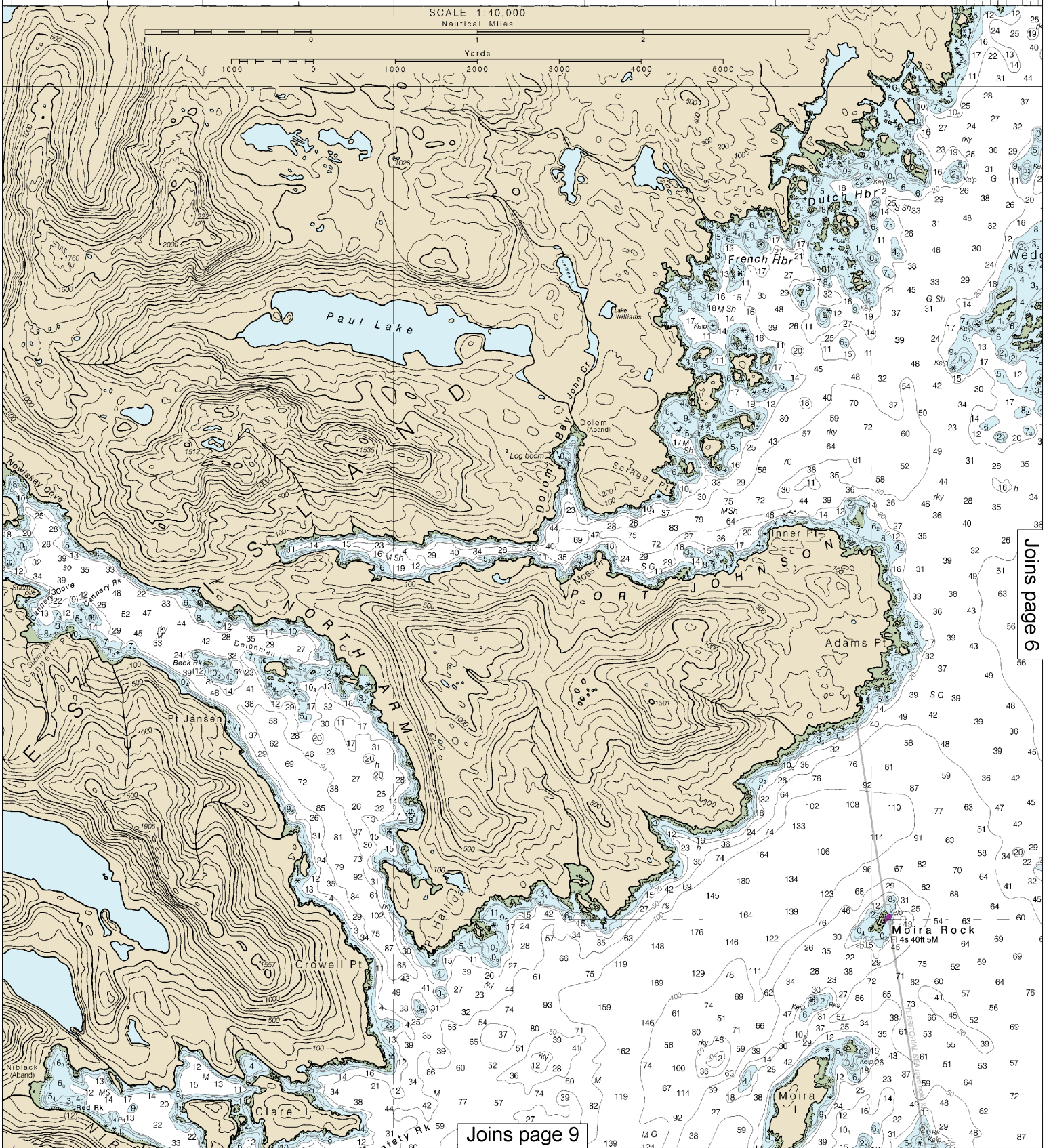
HART 17436

05°

132°

59° 45' 30" 15

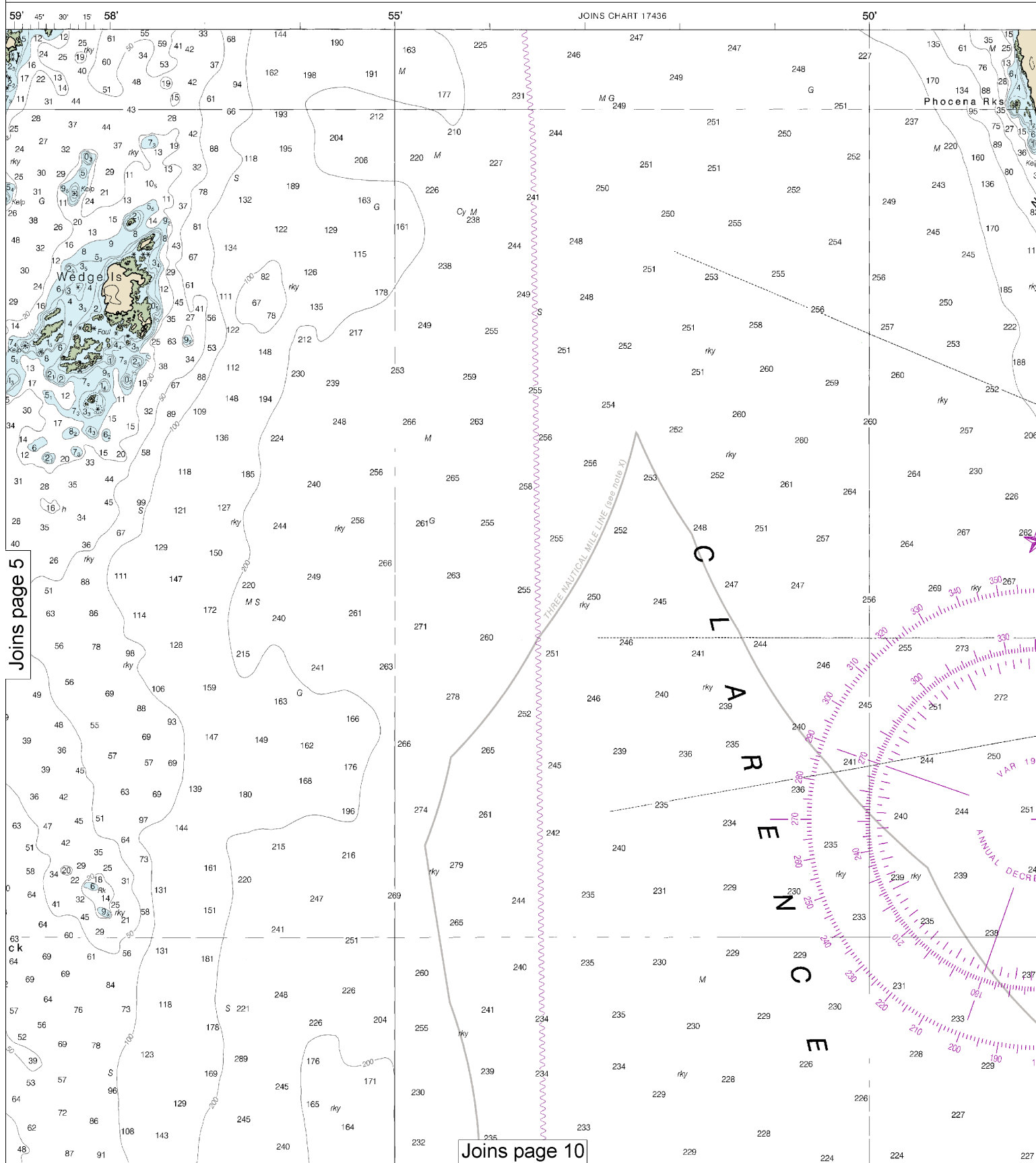
SCALE 1:40,000
Nautical Miles



Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57142. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



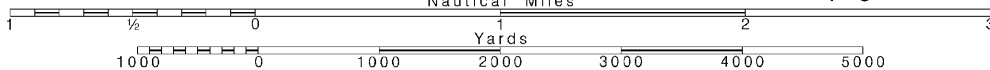
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

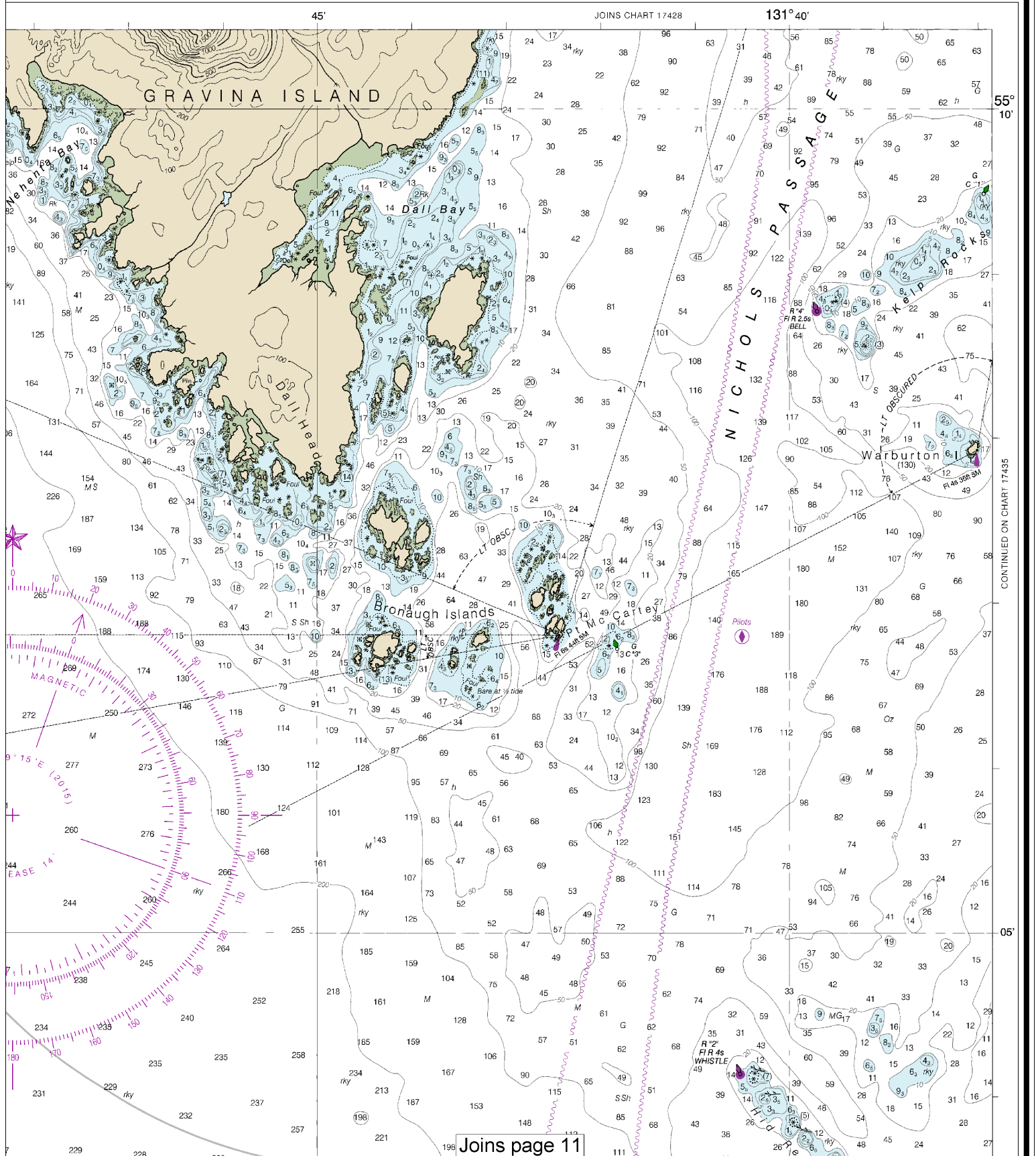
SCALE 1:40,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 11

Last Correction: 3/23/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Scale 1:40,000 at Lat. 55°03'
North American Datum of 1983
(World Geodetic System 1984)

Joins page 4

SOUNDINGS IN FATHOMS FATHOMS AND FEET TO ELEVEN FATHOMS AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	Molra Sound	(55°07'N/132°07'W)	14.7	13.8	1.5
	Ingraham Bay	(54°58'N/132°00'W)	14.4	13.5	1.5
	Mundfog Anchorage	(55°01'N/132°01'W)	14.4	13.6	1.4
	Niblack Anchorage	(54°04'N/132°07'W)	14.6	13.7	1.5
	Nehenta Bay	(55°10'N/131°48'W)	14.7	13.8	1.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Feb 2015)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey with additional data from the U.S. Coast Guard and Geological Survey.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

05°

03°

45°

30°

15°

02°

55°

Joins page 12

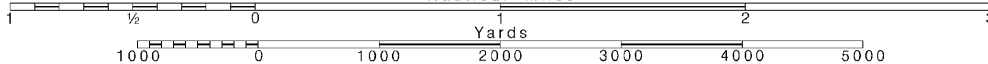
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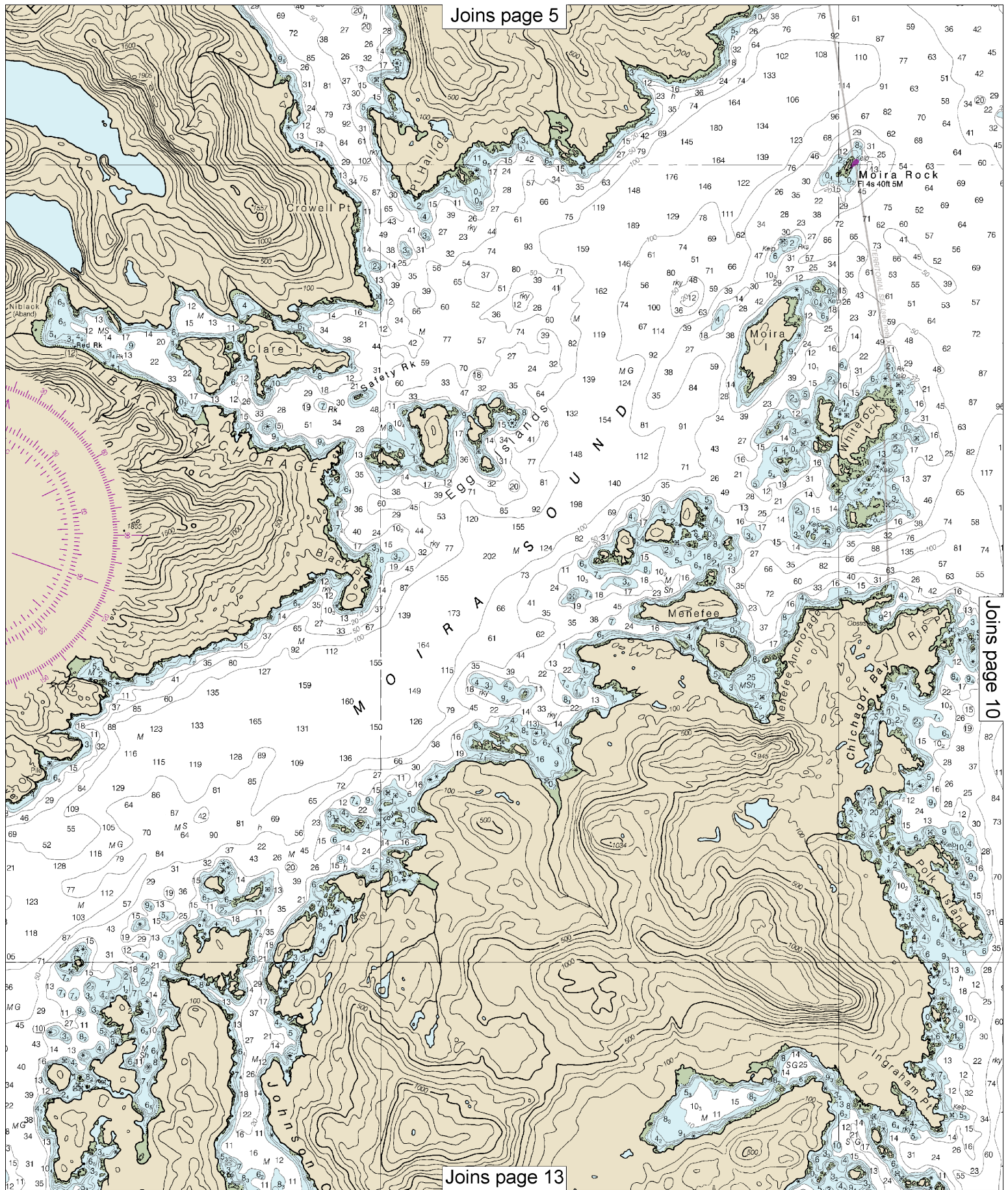
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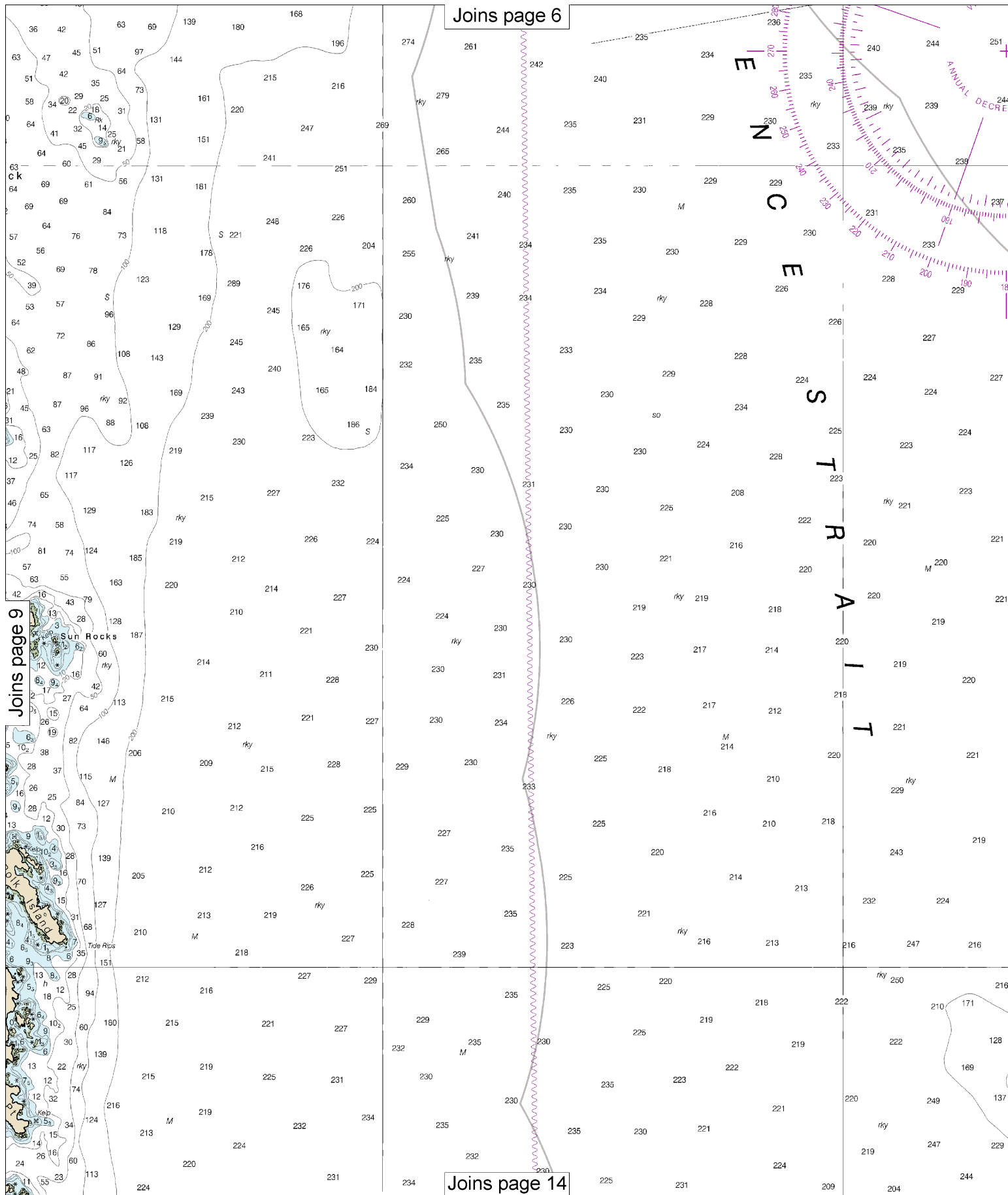
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

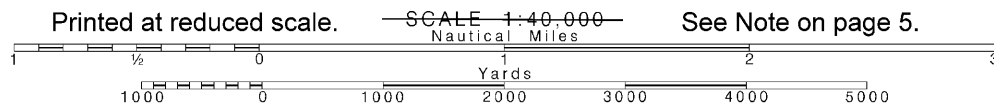


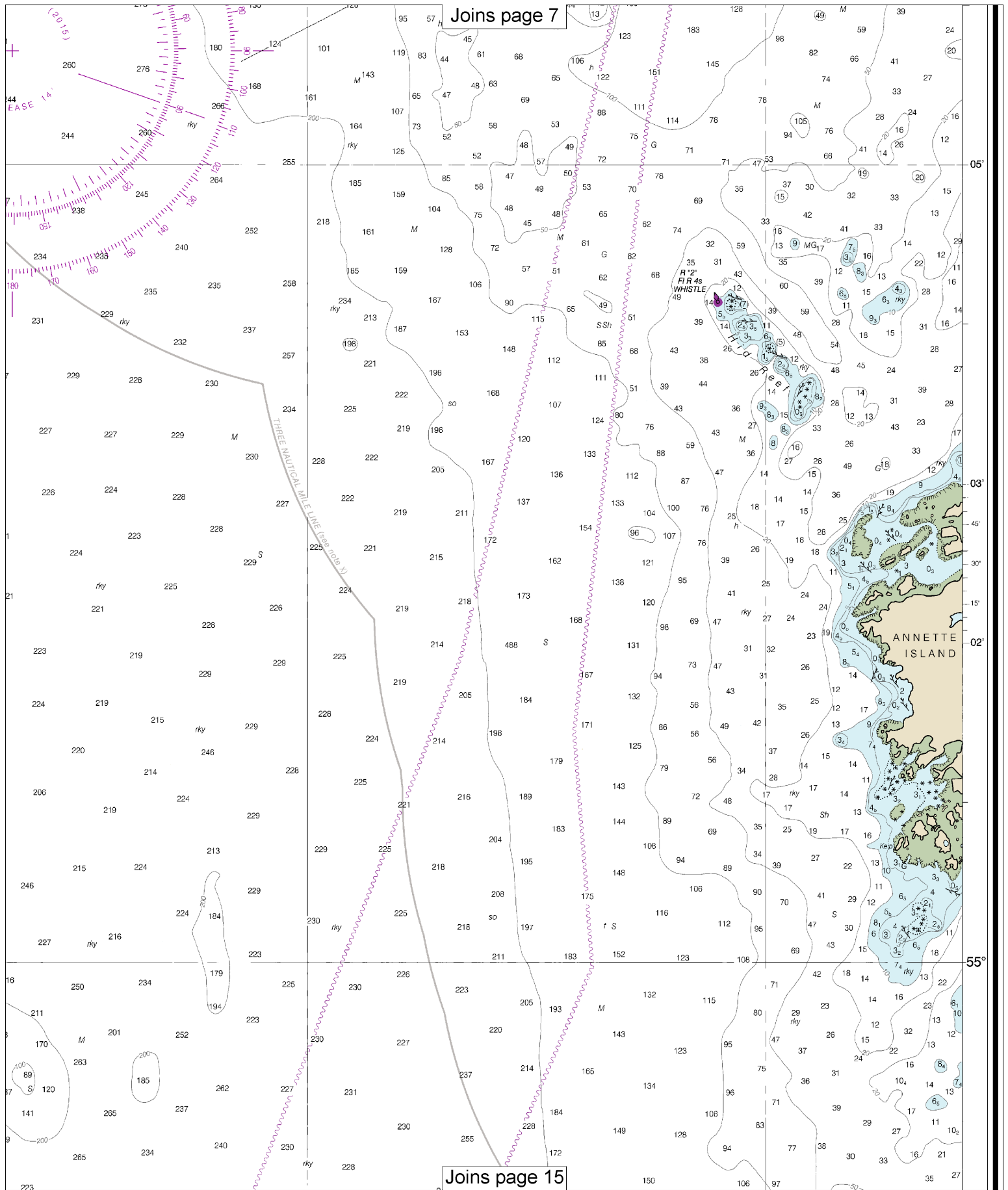




10

Note: Chart grid lines are aligned with true north.





Joins page 8

Dickman Bay

55°

55°

132°15'

10°

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.246" southward and 6.008" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sukkwan I., AK	KZZ-89	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Gravina I., AK	KZZ-96	162.525 MHz
Duke I., AK	KZZ-92	162.450 MHz
Ketchikan, AK	WXJ-26	162.550 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8902 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDING
(FATHOMS)

8th Ed., Mar. 2015

17432

Last Correction: 3/23/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

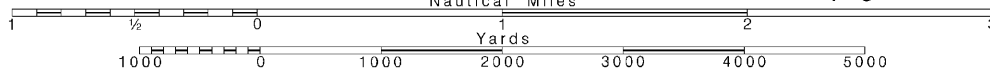
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

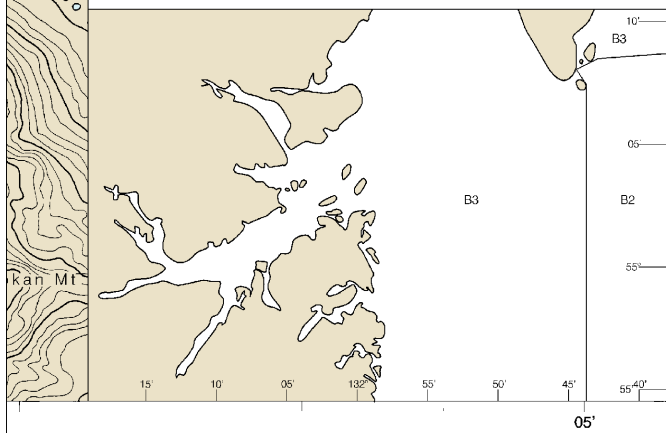


SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U. S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

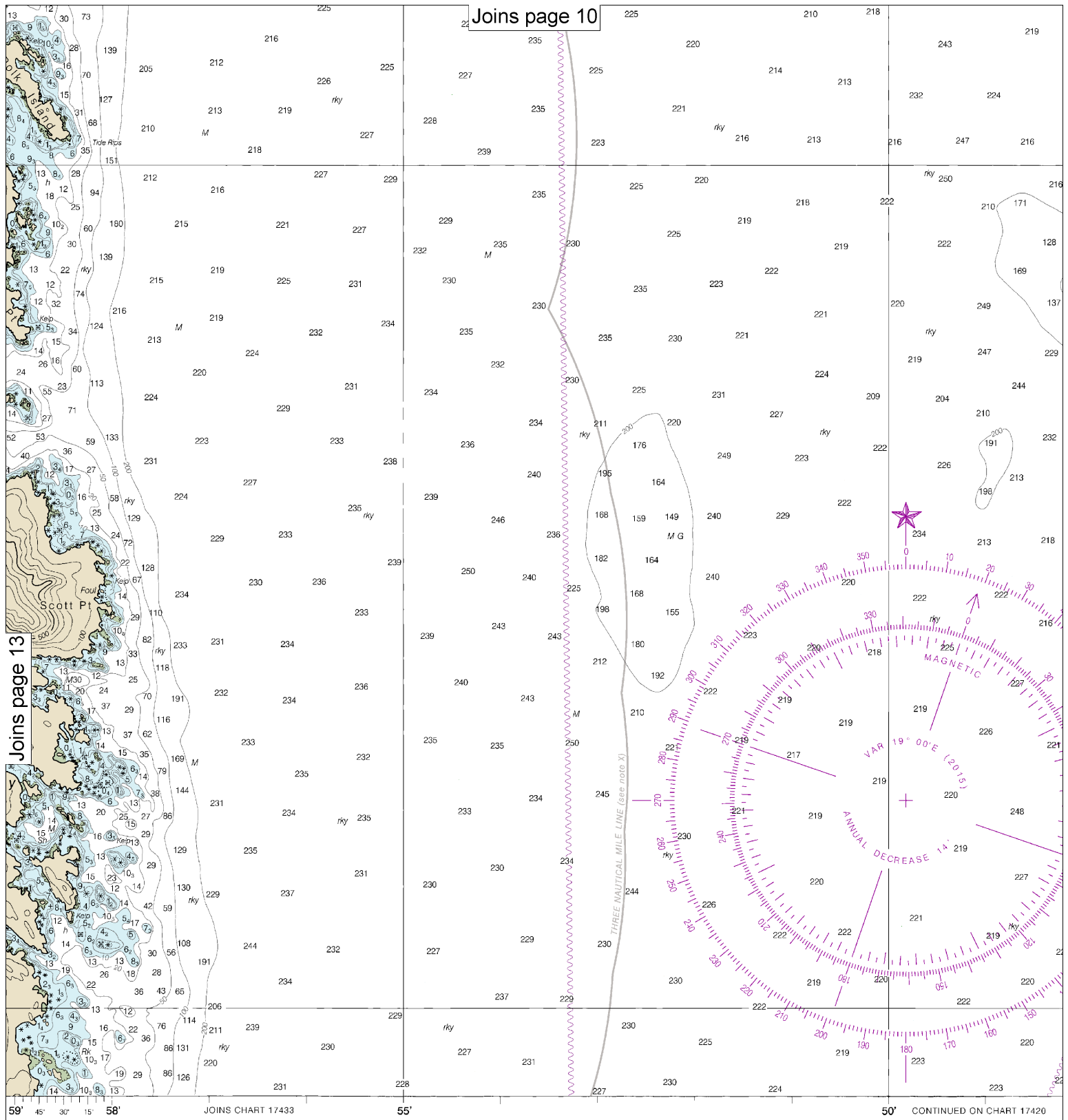
SOURCE

B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage

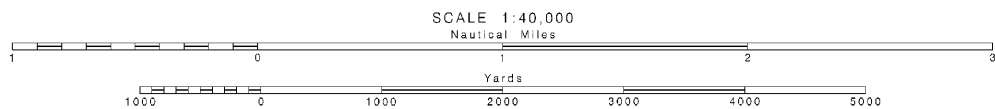


NGS IN FATHOMS
(S AND FEET TO 11 FATHOMS)

Published at Washington
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Shaded at Washington, D.C.
 DEPARTMENT OF COMMERCE
 COAST AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



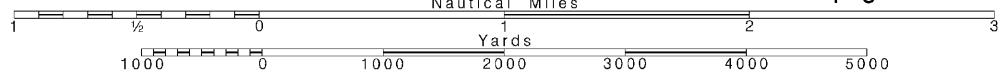
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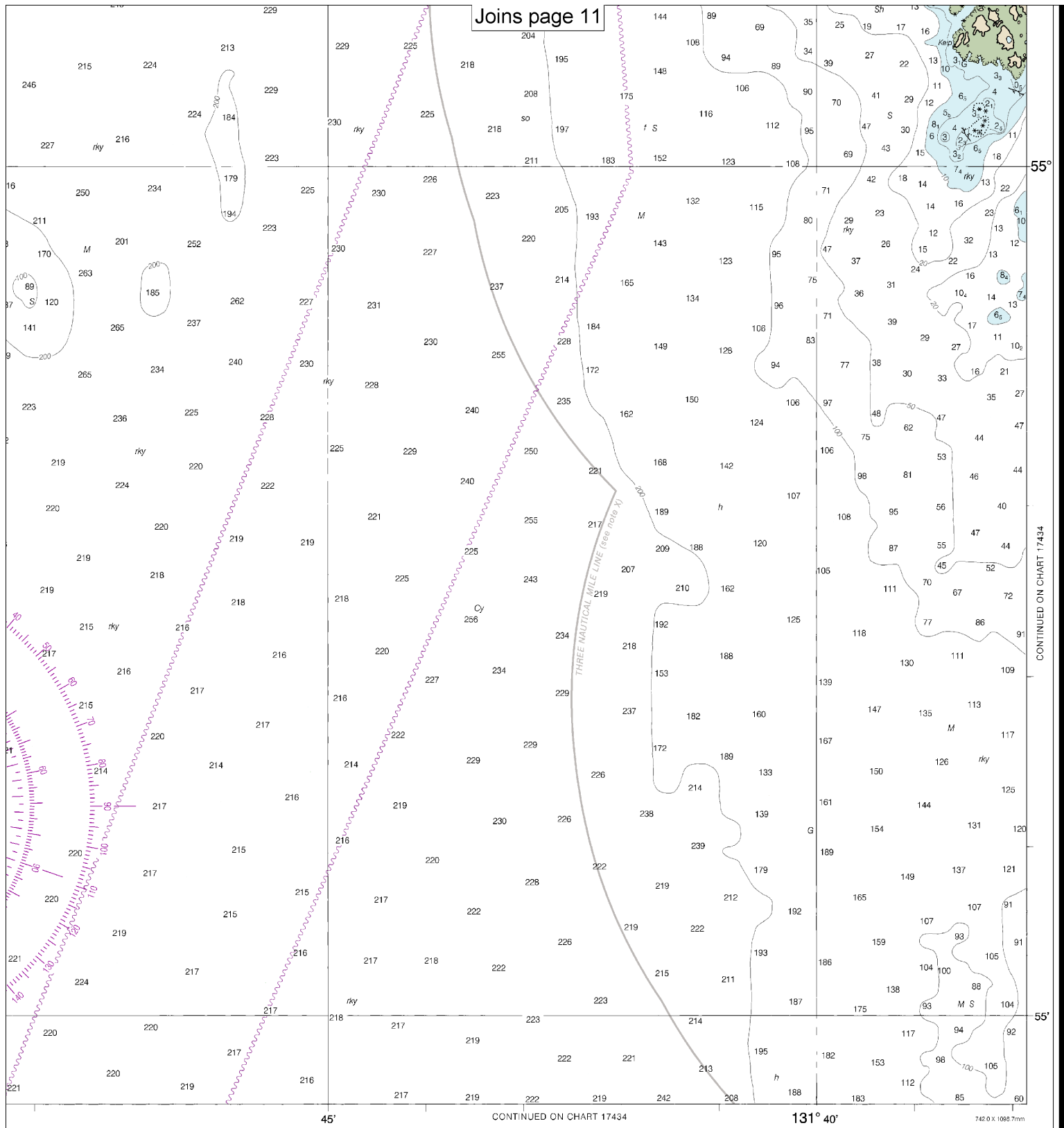
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Clarence Strait and Moira Sound
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17432



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.